

STATE PROJECT: 0064-M11-002, P101

MANAGED LANES AND TOLL LANE OPTIONS

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT



MANAGED LANES

Managed lanes are highway facilities or a portion of a facility where operational strategies are implemented in response to changing conditions. Managed lanes could be added to I-64 alone or along with general purpose lanes and implemented for the full 75 miles or for specific sections of I-64. Potential right-of-way impacts will be determined as conceptual alternatives are refined.

FULL TOLLING

Full tolling would involve tolling all lanes and all vehicles on I-64. Full tolling could be implemented for all 75 miles of I-64 or for portions of that corridor.

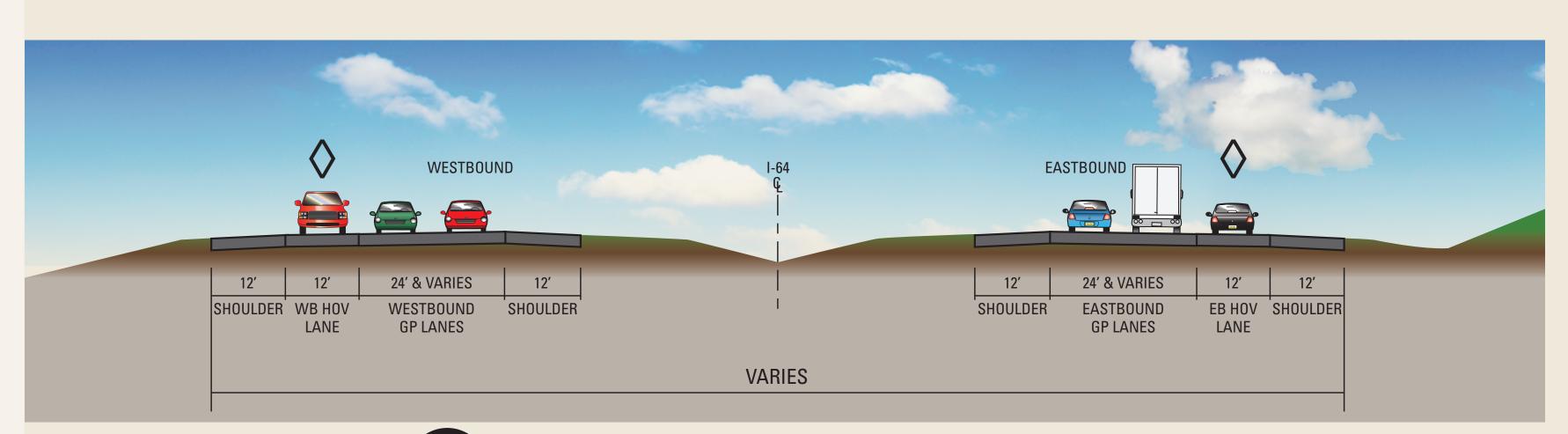
HIGH OCCUPANCY VEHICLE (HOV)

An HOV lane is designated for exclusive use by vehicles with multiple occupants for all or part of a day.

Sometimes called a carpool lane, these lanes encourage people to share vehicles rather than drive on their own. This takes more vehicles off the road, therefore lessening congestion.

HOV lanes could be restricted to two or more (2+) occupants, or be restricted to 3+ occupants.

ADD ONE MANAGED INSIDE LANE



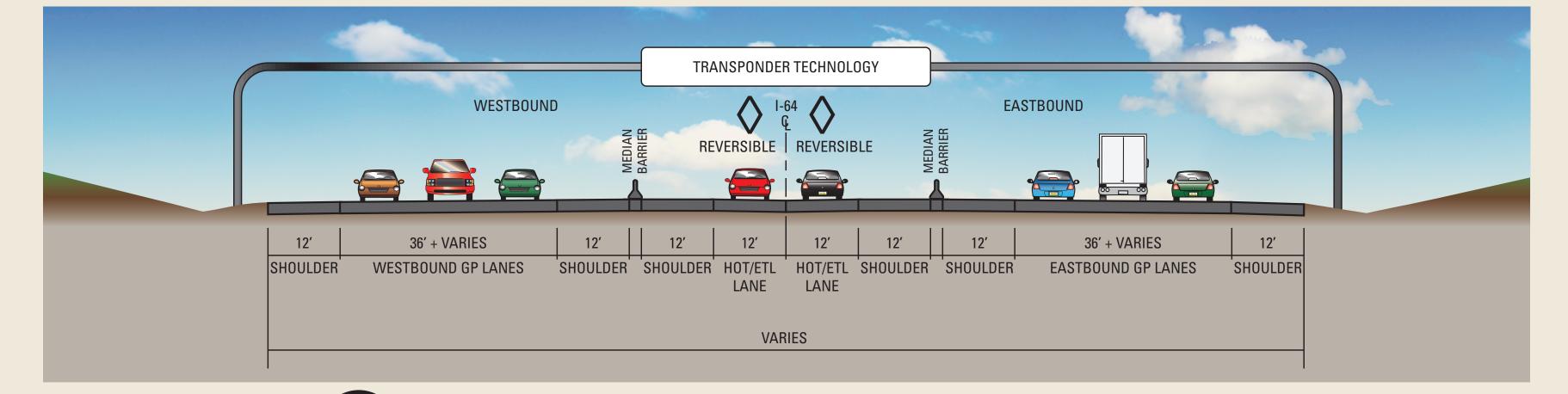
15 ADD ONE MANAGED OUTSIDE LANE

HIGH OCCUPANCY/TOLL LANES (HOT) AND EXPRESS TOLL LANES (ETL)

Express Toll Lanes (ETL) is a tolled highway facility that provides an effective method of relieving highway congestion. ETLs utilize variable priced tolling to manage highway traffic flow, and open-road technology, which eliminates traditional toll booths. Instead, tolls are collected electronically at highway speeds using transponder technology and overhead gantries. ETLs utilize variable priced tolling to help provide more reliable travel times and better manage congestion. This means that tolls will be higher during peak-travel times, like commute periods and reduced during off-peak and overnight periods when traffic volumes are lower.

Drivers who need to reach their destination by a certain time and cannot afford to be delayed by congestion can use the ETL lanes in order to bypass the free General Purpose (GP) lanes.

High Occupancy/Toll (HOT) Lanes are similar to ETL lanes, except that multiple-occupancy (2+ or 3+) vehicles are allowed to ride in the managed (non-GP) lanes for free.

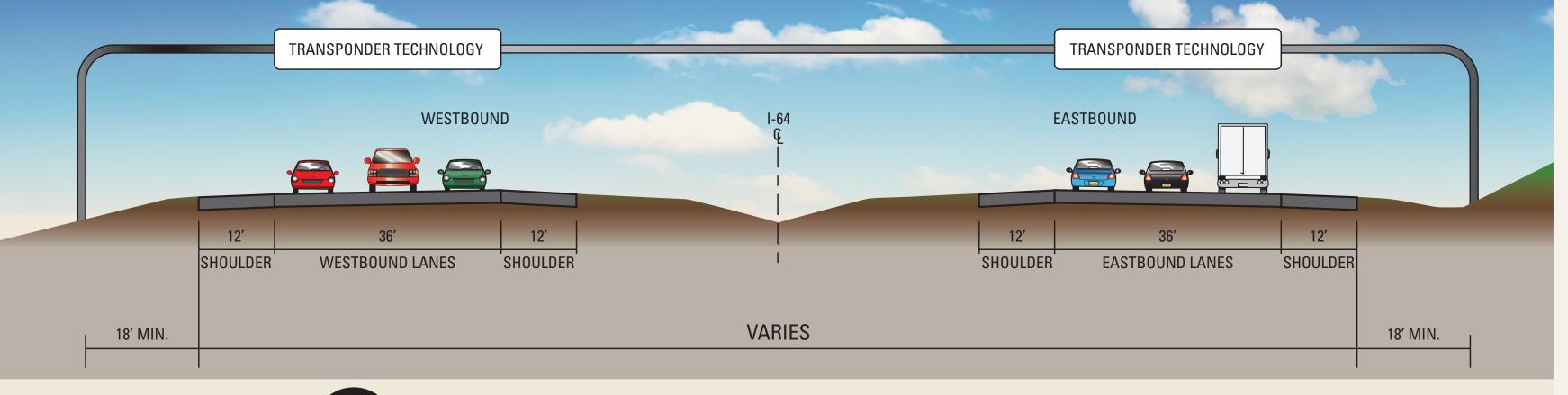


ADD TWO REVERSIBLE HOT/ETL LANES IN MEDIAN

FULL TOLLING

Full tolling includes tolling all lanes of the I-64 corridor. Tolls would be collected via overhead gantries, with drivers traveling underneath at normal highway speeds (similar to the express lanes that bypass the toll plazas on the Chesapeake Expressway or Powhite Parkway). Traditional toll barriers with cash payment is NOT being considered for I-64. Vehicles with transponder technology will have their accounts automatically charged. For vehicles without transponder technology, video cameras will automatically record the license plate number and a bill will be mailed to the vehicle owner's address.

Any full tolling options being analyzed for this project will include an analysis of the potential for traffic to divert to other parallel roads such as US 60 in order to avoid the tolls.



FULL TOLLING (THREE LANES EACH DIRECTION)